

Y. G. FIM.
Dinner

Dealer:

Beans, (French) Macao—Oh Moon Pin
Tao
Beans, (French), Shanghai—Sheung Hoi
Pin Tao
Beans, Sprout—Ah Choh
Beans, Long—Tan Kok
Bean Root—Hong Chai Tao
Briarjals, Green—Chang Yuen Ker
Briarjals, Red—Hong Kai
Bamboo Shoots—Chook Shun
Cabbage, Chinese, com.—Kai Choy
Cabbage, Red—Kai Lan Tau
Cabbage, (Shanghai)—Yeh h
Cane Shoots, large—Kan Shun
Cauliflower, Bruch size—Tai Yeh Choi
Fa
Cauliflower, Medium size—Chang Yeh
Choi-fa
Cauliflower, Small size—Sai Yeh Choi-fa
Carrage—Kam Shun
Celery, Chinese—Tong Kan Choy
Celery, English—Young Kan Choy
Celery, White—Pak Young Kan Choy
Chillies, Dried—Ooi Lai Chin
" Red—Hong Fa
" Green—Chang Lai Ching
Corny Stalk, English—Ka Lee Choi Lin
Cucumbers—Chang Kwa
Bitter Squash—Yu Kwa
Garlic—Suen Tau
Ginger, young—Sui Tai Kung
" old—Lo Kung
Horse Radish, Shanghai—Lih Kan
Indian Corn—Suk Mai
Lettuce—Young Sang Chai
Water Chestnuts—Ma Tai
" Mandarin—Kwei Lum Ma Tai
Mush Melon
Mushrooms, Fresh—Sang Gho Kuo
Onions, Bombay—Young Chang Tau
" Green—Sang Chung
" Thai—Sheng Hoi Chang Tau
Japan—Yai Poon
Okra—Mo Ker
Parsley, English—Young Oo Sai
Green Peas—Chang Tau
Potatoes, Sweet—Yai Sun
" Shanghai—Sheng Hoi
" Japan—Yai Poon Hoi Tai
" American—Yai Ki
" Tchochow—Yai Chai Hoi Tai
Macao—Oh Moon
Pumpkin—Tong Kwa
Radish—Hong Lo Fat Tai
Raspberries
Skinkers—Goo Chang Tau
Spinach (Chinese)—Fai Chai
Spinach—Yih Chai
Tomatoes—Yai Ka
Taro—Wo Tau
Taro, Root of—Yai Pak
" English—Young Lo Pak
Vegetable Mallow—Yai Chai
Water Chestnut—Young Chai
" Chinese—Yai Chai
Lily Root—Lo Yai
Zucchini—Yai Chai

Intimation.

A. S. WATSON & CO.,
LIMITED.

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WINE AND SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR

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Whiskies distilled in Scotland

GENUINE AGE

AND
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FLAVOUR.

Robert Porter & Co.'s

BULL DOG

BRAND

GUINNESS' STOUT

in PINTS and SPLITS.

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS

Hongkong, 7th July, 1910

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Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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BIRTHS.

On September 10, 1910, to Mr. and Mrs. F. Almeida, 1, P. O. 4, 222.

On July 11, 1910, at 147-15, Shepit, to Dr. and Mrs. Charter, of the English Baptist Mission—a daughter. (Dorothy Ellen).

MARRIAGE.

On September 9, 1910, the marriage of Miss Betty Abramson and Mr. Hampton Butler was solemnized at the residence of the bride's sister, Mrs. George Collard, Tientsin, China.

DEATHS.

On September 16th, 1910, CARLOS EUGENIO TERCIO DA SILVA, late of Post Office, aged 39 years. Shanghai papers please copy.

On September 16, 1910 at Shanghai, Emma I. Smith, the beloved wife of A. G. Merrill, 51, M. Customs, aged 50 years.

On September 14, 1910 at Shanghai, Dorothy, aged one year and seven months, beloved daughter of Mr. and Mrs. J. C. Macdonald.

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collapse, many others occurred in various parts of China town; so much so, that the Public Works Department underwent a pretty thorough alternative process in its lower grades of officials and a new Public Health and Buildings Ordinance was formulated for presentation to the Legislative Council with a view to a consolidation of the heterogeneous mass of small Bills that went to make up the laws on the subject and to ensure a unification that had not previously existed. Of course the Government was compelled to do something, for the popular outcry was so bitter against them in allowing such a state of affairs to exist that it was ventilated not only in every newspaper in the East but in leading English journals as well and Hongkong found her fair fame enshrouded in a mantle of shame for her failure to enact building laws that would suffice to her needs and to the safety of the lives and limbs of her inhabitants. At that time, certainly, it did appear as though our Colonial Government were about to make a desperate effort to recover their lost ground in the estimation of residents both at home and abroad; but, apparently, the mountain hath brought forth a mole. For, have we not had, within the past few weeks, two most terrible cases of building collapses attended, unhappily, by a lamentable death-roll. As far back as 1902, the Director of Public Works, in submitting his annual report to the Government, said that an unsatisfactory feature of the year had been the large number of collapses of buildings, which had occurred, many of the buildings involved being new or nearly so. In several cases, those collapses were attended with considerable loss of life. At that period the new Public Health and Buildings Ordinance was under consideration by the Council, so with a view of preventing a recurrence of these disasters in future numerous provisions supposed to be effective were inserted in the Bill. *Inter alia*, the new provisions were to provide for a substantial increase in the thickness of walls and the building of certain portions in cement mortar, the insertion of tie-rods in unsupported external walls of considerable length, the prohibition of persons practising as architects unless authorised by the Governor in Council to do so, and the imposition of increased responsibilities upon architects. But have all these provisions been faithfully carried out, in the letter and in the spirit? If so, how is it that at the present moment the Colony is lamenting two of the most awesome collapses that have ever occurred in the Colony's history. This forenoon we saw the dreadful spectacle of the dead body of one of the victims in the Morrison Street disaster being extricated from that horrible ruin with his skull smashed flat. And that poor fellow was only one of many. There are still other bodies under the wreck. The whole surrounding atmosphere reeks with stench enough to breed a pestilence. Every one engaged in the work of clearing away the debris is working as hard as possible but it will be days yet before a clearance can be effected. In the meantime, at any rate to the unpractised eye, there seems imminent danger of other collapses ensuing, for the neighbouring houses which confront the gap appear to be as liable to sudden collapse as the others must have been, judging from the rickety walls, the rotten bricks and mud-mortar which their fall has left to the gaze of any who care to look. It is true that one of the houses adjoining the fallen tenements had already been condemned by the Public Works Department, but it seems strange that the same precautions had not been taken in the case of the contiguous houses for they appear to be all of the same class of building in that immediate neighbourhood. And just about one hundred yards away in Jervois Street, we have the spectacle of another unexplained collapse in which seven men lost their lives. The official inquiry into the cause of their deaths is now proceeding. Such sights as these cannot but make one feel that some strong measures are necessary to bring our building laws up to such a standard as to make those fearful, recurrent disasters impossible. Property owners are to be heard even at our public boards bemoaning the restricted building regulations under which they labour. Rather than that such calamities as those recounted should recur, the laws might well be restricted twofold.

A BARBAROUS PRACTICE.

The Chief Justice, Sir Francis Pigott, is so distinguished as an individual and occupies so lofty a station, that any public comment on the matter or the form of his judicial decisions should be conceived in the spirit and expressed in the phraseology which all responsible civilized and cultured men consider appropriate when referring to those high placed dignitaries in whom is vested the majesty of the British Law. No utterance of ours could possibly add to or detract from the gravity of a pronouncement made by the Full Court of this or of any other Colony. But it may be our duty, we feel to be the duty of the Press, to give the widest publicity to certain judicial decisions which affect the most precious of man's rights, his liberty, and

however humbly, to explain their purport and propagate their teaching. His Lordship the Chief Justice has with cutting scorn stigmatised a form of torture sanctioned by the almost medieval laws which are in this Colony, in the words of Sir Francis, "a relic of the dim ages of jurisprudence." This practice, briefly amounts to this: A creditor resident here may have his debtor arrested and put into prison before any case has been heard in Court, and kept there unless he put up security sufficient to answer the judgment that might be given against him when the case should have been tried in the future. An actual instance occurred some years ago. A gentleman residing in a Coast Port was suddenly forced by urgent affairs and his wife's state of health, to take short leave and proceed to Europe immediately. He had a few accounts with Hongkong tradesmen, and wrote to those of the latter whom he could not pay at once in full that on his return in a few months he would satisfy them. No one objected, and his horror and distress were beyond words when he found himself arrested on the deck of the steamer in which he and his wife had taken their passage, and which was to sail the following day. A cruel aggravation of his trouble was that the tradesman (Mr. A.), glad to say he and his business had ceased to exist had claimed more than four times the real amount due. Of course, in time, and with the aid of a lawyer, and after infinite difficulty and delay, he would have been able to satisfy the Court that he only owed a quarter of the sum claimed. He would have had to get all his luggage out of the steamer's hold, and have lost his passage, and have had endless trouble. The receipts and bills, etc. referring to his Hongkong transactions were all stowed away in a packing case which had been warehoused in the Coast Port. With infinite annoyance and difficulty and long delay he would have had to get this case down to Hongkong, and unpack it. In the meantime, the delay would have been fatal to his interests at home, for which he had been forced to undertake the journey, and his wife would have been obliged to go to a hospital upon the Peak, which would have involved heavy expense. In every way this unfortunate gentleman was faced with disaster. His few Hongkong friends were at home, except one who, by utter good luck—that kind of luck which some people recognise as Heaven's answer to a cry of anguish—happened by a chance which can only be described as an apparently miraculous coincidence to meet him just as he was being taken to prison. The friend had unexpectedly returned that very day to Hongkong from a visit to America, which had been cut short by six months, under circumstances foreign to the case we are considering. Being a lawyer, and a very stern fighter, he managed to suppress that "unscrupulous plaintiff" for the time being, and to enable the nearly distraught debtor and his wife to continue their journey. His Lordship speaks feelingly of his impressions of this sort of thing when he first came to Hongkong. He says that considering "the capacity for torture which that procedure contained, it would surprise no one to hear that, being greatly shocked on his arrival, he tried to put it in more civilised shape." With deep respect we venture to express our appreciation of His Lordship's activity in this matter, and we trust that we shall not be misinterpreted if we candidly declare our regret that he is unable to do more. It is for the legislature to take to heart the weighty and indignant terms in which this "barbarous practice" has been condemned by the Chief Justice of this Colony. We cannot but regret the spirit in which some frivolous minds regard the sufferings and dangers to their neighbours are subjected. We quote from His Lordship's speech: "A stranger passing through the Colony, making a temporary sojourn between two steamers," was not only liable to spend some of it in jail, but might have his journey postponed and his temporary sojourn unduly prolonged." (Laughter.) We wonder who laughed. His Lordship's words do not seem to us to contain any comic idea, whatever. On the contrary, they express the danger which a stranger and sojourner may run by being so imprudent as to risk his person and his liberty to the doubtful law of Hongkong by venturing to land here while indebted for some small amount to a vindictive creditor. Those who can see anything in this to laugh at must surely resemble in mind the deplorable person who is to be found in all establishments for the mentally deranged who giggles all day at nothing and everything. Or worse still—they resemble those unhappy spirits who were believed by the ancients to be doomed to an immortality of hatred for Humanity so intense that amid the torments of their Hell it was only the contemplation of the calamities and sufferings of mankind that could excite their mocking laughter. Moreover, it is written that "the laughter of a fool is like the crackling of thorns under a pot." Sir Francis Pigott's enlightened and civilised interpretation of the law should excite the gratitude and approbation of every law-abiding and rational citizen.

LOCAL AND GENERAL.

THE English Mail of the 20th August was delivered in London on 19th inst.

MANILA was declared an infected port by the Officer Administrator, the Government in Council yesterday.

THERE will be a band performance at the Belle View Hotel on Wednesday, 21st inst., commencing at 9 p.m.

THE Italian Consul-General in Hongkong has been instructed telegraphically to conduct officially all unfounded rumours about the existence of cholera in Naples.

A GROWING agitation is reported in Germany in consequence of the meat famine, which is attributed to the tariff. A congress of municipal corporations is projected with the view of urging Government to open the frontiers.

FROM Baden—It is reported that the ship Zepplin V, turned over in its abed in consequence of an explosion of petrol in the car. Several of the crew were found to be suffering from burns.

TOWKAY Yook Pak Keng, of the Uganis Rubber Estates at Klang, which in the last seven months had an output of 6,335 lbs. of rubber, reports that a Singapore syndicate had offered \$24,000 for the estate last month.

INSTITUTION of red rice for pilabed rice at the Colton leper colony has resulted in the absolute extermination of the disease of leprosy, formerly seemingly impossible of eradication at the leper island, according to the quarterly report of the director of leprosy.

TELEGRAMS from Washington state that Mr. Marsh, United States Charge d'Affaires at Panama, has been recalled, apparently owing to an interview in which he said that if Vice-President Mendez were elected, President of Panama, the United States would be compelled to occupy or to annex the country.

It was reported at Shanghai that the steamer *Protea* is now lying in a much more favourable position and probably she will be got off the bank on which she is stranded in the next few days. The *Huen Feng*, which has been chartered from the Kachien Towboat and Transportation Co. by the New Engineering and Shipbuilding Works, who are doing the salvaging, has been able to pull round the bow of the *Protea* and the now lies nearly two miles from where she was formerly.

FIERY indignation marked the proceeding at an extraordinary meeting of the Rubber Planters' Association at Saigon, on August 27. The meeting was called in consequence of a newspaper there, which caters for native readers, containing an article stirring up the people to kill all rubber planters on lands alleged to be grabbed by planters. The journalist in question was denounced in no measured terms, and a resolution was passed calling upon the government to punish the offender for this call to crime.

SENSATIONAL Customs claims are reported from Saigon, a Chinaman, who had just arrived by mail from Singapore, tried to pass some packages as containing preserved pineapples. The weight of the packages aroused suspicion. They were opened, eight in number, and found to contain jewellery and gold leaf valued at \$30,000. They were seized. Shortly afterwards news came of a big jewel robbery at Singapore. The Saigon police think that this has some connection with the attempt at smuggling.

THE MORRISON STREET COLLAPSE.

RECOVERING THE BODIES.

Last night still another dead body was extricated from the ruins of the Morrison Street building collapse. To-day, again, a numerous gang of coolies was engaged in clearing away the rubbish and endeavouring to get out the several dead who are still believed to be lying under the collapse. This forenoon, while Sergeant H. Garrod was directing operations, another body was got out from the floor of No. 13 house. When brought out, the body was not identifiable except by the clothing clinging to the battered remains, for his skull was smashed flat, and if there is any consolation in the manner of his death it must be found in that he died and came instantaneously and without lasting pain.

This makes up the sum of deaths to seven in all. In the same apartment from which this last body was extricated it is believed that there lies also the corpse of his brother, whilst another brother's body had already been taken out. The fourth and surviving brother, when called upon to-day to identify the remains was so overcome that he could hardly see to do so. The corpse was removed to the mortuary under the directions of Inspector Cameron.

In the meantime the work of clearing away the wreckage is being pushed forward with all dispatch, but it will be four or five days yet before the greatest mass can be removed.

HOCKEY.

The hockey season is fast approaching, with the advent of cooler weather, and the different clubs in the Colony are organising their teams. Interest in the game this season promises to become even more keen than that in previous years. At present the Y.M.C.A. is forming a hockey club. A strong team will probably be put up by them.

The Boys Own Club Six-a-Side Competition for the "David's Shield" will most probably take place next week.

The Queens' College Hockey Club will play their season with a match against the H.K.S.B.C.A. to-morrow afternoon at 3 p.m. in the latter's ground on the Kowloon side. A free game is expected.

ALLEGED WILFUL MURDER.

A CATTLE DRIVER'S DEATH.

Before the Chief Justice, Sir Francis Pigott, at the Criminal Sessions this morning, Wang Hing was indicted on a charge of wilful murder at Sha' Li Pui on the 15th July last. Hing, Mr. W. Rees-Davies, Attorney-General, instructed by Mr. H. L. Dennis, Sr., from the Crown Solicitor's office, appeared for the prosecution and Mr. Eldon Potter, instructed by Mr. Leo d'Almeida, was for the defendant. Prisoner entered a plea of not guilty.

The following was the jury—Messrs. J. Ross (Arenson), M. W. Mark, M. J. Duggan, E. J. de Silva Loureiro, E. B. Wood, A. Lopes and F. C. Graff.

The Attorney-General stated that prisoner appeared on a charge of wilful murder. He was formerly a cattle-driver and lived at Sam Chui, in Chinese territory. The deceased man was also a cattle-driver. It appeared from the evidence of Jecus, d's brother-in-law, the deceased left a plea called Kong Ha, near Sam Chui, at 7 o'clock on the night in question, driving a buffalo and cart. The man left Kong Ha quite alone. On the way he met a man driving a buffalo and a calf in the same direction. The man was afterwards seen at Shatin. Deceased went to a tea-house and while there prisoner and another man entered the tea-house. The deceased was seen to leave the tea-house at half-past seven with his buffalo and cart and proceed in the direction of Kowloon. Prisoner and the other man left ten minutes later and at the time were not accompanied by any animals. Nothing more was seen of the deceased until 3 p.m. on the following day, when Mr. Broadbent, of the Kowloon Waterworks, found the dead body of a Chinese male in the reservoir. Some articles were found near the body but they were not all alleged to have belonged to deceased. Some of them at all events were said to be the property of the prisoner. There was, however, no particular importance attached to the finding of the articles. Mr. Broadbent saw traces of blood stains on the bank, which showed that the body was dragged from the bank to the reservoir. The prisoner was next seen at the Sham-shui-pu cattle-depot, between one and two on the morning of the 17th July with a buffalo and calf. He inquired the price of some cattle and then left. It seemed to him an extraordinary thing that a man should be asking the price of cattle at that hour of the morning but he was told that the practice was quite common among the villagers. A heifer was subsequently purchased. The Crown's case was the identification of the buffalo and the identification of the heifer calf. The evidence was purely what was legally known as circumstantial. There was no direct evidence to show that prisoner had a hand in the murder. The jury's verdict would be subject to His Lordship's directions. If the circumstances attending the murder led them to believe that they would be justified in finding prisoner guilty of the offence alleged against prisoner then their verdict must be one of murder; otherwise prisoner was entitled to an acquittal.

After hearing Counsel's addresses and His Lordship's summing up, the jury returned a unanimous verdict of not guilty. Prisoner was accordingly discharged.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

HONGKONG HOUSES.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

It is an observant mind temporarily located in the Colony for the past fifteen months always questions the propriety of how in the name of gravitation some of the houses in the city of Victoria stand! How human folly, with its far and deeply concentrated search for propensities remain in utter submission to fate. How we, who pretend to govern the elements, are so meanly deficient in understanding our wretched plight while travelling in this short life! A four-storied house—on a sloping ground scarcely 8' x 10'—really answers the object of economy, utility and hygiene but how it shall have to stand? Neither architect nor contractor, nor the P.W. Department care to answer, All that could be said with all deference to those whose duty it is to serve the public interest is that they appear perfectly justified in allowing about 20% of the houses in Victoria to stand even though they are utterly unfit for human habitation. Why? Because—Some, knee to the East and others to the West!

Some show weak posteriority, but very bold brass!

But all onto fate his to resign!

Who is in beauty and flesh they pleasantly shine—Years, etc.

AN EX-LE.

HONGKONG, 20th September.

MOTION FOR LEAVE TO APPEAL.

COUNSEL'S OBJECTION OVER-ruled.

Before the Chief Justice, Sir Francis Pigott, and Mr. Justice Harland, Acting Puisne Judge, sitting at a Full Court this morning, Mr. Eldon Potter moved a motion for leave to appeal to the Privy Council from a decision of the Chief Justice delivered in the *Tang Wong Shin v. Lai Chi Chai* litigation.

Mr. Alabaster, on behalf of the respondent, read a preliminary objection on the ground that the application was "out of time." The rules were perfectly clear. The time had expired yesterday.

The Chief Justice said he could not allow the objection in accordance with a new decision of the Court with regard to the question.

Mr. Alabaster said he knew that that was done for the convenience of the Court, but his Lordship had no power to alter the rules of the Privy Council.

The Chief Justice said that he was not in a position to decide the question. He referred the matter to the full Court.

The full Court, consisting of the Chief Justice, Mr. Justice Harland, and Mr. Justice Macpherson, sitting in open court, considered the matter and overruled the objection.

The appeal was then allowed to proceed.

JERVOIS STREET FATAL COLLAPSE.

INQUIRY: IT'S AFTERNOON.

At the Magistrate's this afternoon, the inquiry before Mr. J. R. Wood and a jury (consisting of Messrs. P. Halm, E. L. Hughes and F. Rapp) was continued concerning the deaths of seven people who met their deaths in the collapse of the house, Nos. 93 and 100, Jervois Street on September 14th. Inspector Goulay appeared for the Police.

One of the partners in the house in which the fire originally occurred before the collapse, said that on the night of the fire a servant boy came to his private house and told him about the fire. He went there at once but by that time the house had collapsed. He had been in the premises for ten years. The place was lighted by gas.

A foki from the neighbouring shop said he was asleep when he heard cries of "fire" in the street and he immediately went out. He heard no explosion. There was no fire in his own house then.

Another neighbour, the master of a shop, No. 98, said he was awakened up shortly after two o'clock by the noise of a case (furniture) falling down. Then he saw that there was fire in the next house, and he told his foki to run. He heard no sound of an explosion. He did not know what caused the case to fall down. It was placed on top of another one.

Another shopkeeper declared that he was awakened by a loud noise and on looking out of the window he told his foki that there were some houses collapsing. After the fall fire broke out.

A Chinese looking declared that while on duty in Queen's Road on the night of the fire he heard a very loud sound like a gun. He ran in the direction and saw that No. 100 was on fire. He went to help in the rescue of the people in the other houses.

P. C. MacLaren stated that he was on duty in Queen's Road near No. 5 Police Station when he heard a report like that of a big gun. On looking round he saw the reflection of fire in the direction of Bonham Strand. He warned the station watchman and after the firebell had been rung he went down to No. 100, Jervois Street and saw that the back had collapsed.

P. C. Hed, a gaid evidence about seeing the fire station, and warning the brigade and finding all three houses burning when he arrived on the scene.

Sergeant Garrod stated that after the fire he saw all of the debris turned over. He found one keroline tin burst, one keroline lamp and 13 small cartridges. Next day he found another keroline tin and a small basketful of Chinese crackers, also five pieces of gaspips.

Inspector Goulay was the next witness. He stated that on the night in question he was in his quarters at No. 85 Station, Canal Road. He awoke and saw a reflection of fire on going down he found all three houses burning and that the walls and party walls of 93 and 100 had fallen. He had examined the party wall of 102 and could see no sign of an explosion. If there had been an explosion, he said the walls of all three houses would have fallen. If the wall gave way at once it would make a noise like an explosion in the distance. In his opinion there was no explosion.

T. W. Terry of the Gas Company gave it as his opinion that there had been no gas explosion as the pipes would have twisted in that case, whereas they had simply been crushed.

James Hutch said that on the day before the fire he was engaged in shoring up No. 100, Jervois Street. The party wall of 93 and 100 was in a very bad condition and might possibly have come down itself.

This concluded the evidence.

After hearing his Worship the jury found that the death of six of the men was due to asphyxiation and the death of the seventh was undetermined and that the collapse preceded the fire which brought down the adjoining buildings.

U. S. FLUET IN HONGKONG.

ARRIVAL OF AMERICAN SQUADRON.

Shortly after noon yesterday the American Asiatic Fleet consisting of the *New York* (Flag ship), *Albatross*, *Albatross*, *Bainbridge*, *Barrington*, *Dale*, and *Pompey*, arrived in port. The squadron is under the command of Rear Admiral Hubbard, Commander-in-Chief. The customs' salaries were exchanged between the U. S. fleet and the *Pompey*, the Commodore's receiving ship. As we go to press the *Pompey* was getting into port.

U. S. S. "WARREN."

TRANSPORT RE-LOADED AND DAMAGED.

The iron port *Warren* was pulled off the wharf at Midwater at 3.15 o'clock yesterday morning by the combined strength of the mine planters *General*, *Albatross*, *Albatross*, *Bainbridge*, *Barrington*, *Dale*, and *Pompey*, arrived in port. The *Warren* was pulled off the wharf at Midwater at 3.15 o'clock yesterday morning by the combined strength of the mine planters *General*, *Albatross*, *Albatross*, *Bainbridge*, *Barrington*, *Dale*, and *Pompey*, arrived in port. The *Warren* was pulled off the wharf at Midwater at 3.15 o'clock yesterday morning by the combined strength of the mine planters *General*, *Albatross*, *Albatross*, *Bainbridge*, *Barrington*, *Dale*, and *Pompey*, arrived in port.

The Hongkong Telegraph.

HONGKONG, TUESDAY, SEPTEMBER 20, 1910.

JERRY-BUILDING IN HONGKONG.

Time and again we have written on the ever-present subject of Jerry building in Hongkong, which has gained a notoriety by reason of the great loss of life occasioned in the City through the collapse of faultily constructed buildings. For the last ten or twelve years there have been continuous recurrences of these collapses that can point only to one direction, namely, either incompetency or incompetence. Beyond understanding so far as the Building Authority's Department is concerned, following upon the terrible Colborne Street

THE OPIUM HABIT.

ITS SPREAD IN LONDON.
WOMEN AS VICTIMS.

When the India Budget was discussed in the House of Commons, on the eve of the adjournment for the recess several allusions were made to the decline of the opium habit in India and China, but our legislators were curiously silent as to the brilliant rapidity with which the habit is spreading in London.

This attention is not made without ample evidence. Medical men carrying on their profession are confronted daily by cases, appalling in their character and terrible in their results, which are attributable to no other cause than the use of the drug. Its ravages are confined to no particular section of the community.

Many so-called incurable herms are almost entirely "cured" for the treatment of opium victims—generally "smart" women whose life of excitement has exposed them to the infectious cravie—while the chaplain of Holloway Prison some time ago declared to a lady visitor that the downfall of a large percentage of the female prisoners could be traced to the use of opium in one form or another.

The investigations which have been conducted by a representative of the *Pall Mall Gazette* show how grave the evil has become, and how apparently impossible it is to get rid of the vice without the aid of a doctor.

"How is the drug obtained?" Many answers have been given to the question, but the cunning of the man or woman who is in the grip of the vice is detection almost impossible.

AN EXTRAORDINARY INCIDENT.
There was one striking case which may be mentioned. A brilliant doctor had reduced himself to a state of poverty and to a terrible state of emaciation by the use of morphia. In a moment of sanity he consented to go into a home, in order that his cure, under proper medical supervision and control, might be attempted. His friends assisted him, and on entering the home he was compelled to sign a paper promising not to receive letters or parcels without their being submitted to the doctor in charge.

A few days later he explained that, for the purpose of pursuing his studies, he required a microscope, and one was sent for. It duly arrived, and the doctor, noticing his patient's elation, asked to examine the parcel. As the microscope had come direct from a well-known maker the examination was cursorily made, and the patient took his purchase to his room. Some time afterwards he was missed.

A search was made, and at last he was found in an empty room, in a distant part of the house, quite insensible, with a phial of morphia beside him. When the admission had been wrong from the wrecked man that the phial had been concealed in the body of the microscope, the firm who had supplied it were communicated with, and the only explanation of their action was that they could not afford to offend a good customer.

OR VULGAR ALLEGATIONS.
The serious character of such action under such circumstances will be admitted, but an even more grave charge is made against a happily small section of West End medical practitioners. A well-known doctor is in possession of the full facts of a case of comparatively recent date in which a neuritic mother initiated her two daughters, twenty-four and twenty-six years of age, into the use of the drug. The family doctor discovered what was taking place, and eventually, in despair, declined to continue his visits.

A young doctor struggling to establish a practice was called in, with results satisfactory to himself. "He made many hundreds of pounds out of the family, but both the young ladies died from the direct effects of the drug" was the definite statement of one who knew all the circumstances.

There is another aspect of the question of the supply of the drug which is exciting the closest attention of those who are determined, if possible, to check the spread of the evil. Among the "fashionable" victims, in the West-end of London especially, it is the practice to obtain the drug from medical men, who will fully close their eyes to the evil that they are encouraging in the guise of medicine; but owing to the happily limited number of practitioners who are prepared to supply their patients with opium, the most extraordinary means of obtaining opium to one form or another.

A PUZZLING CASE.
One young lady puzzled the family doctor for many months, until at last suspicion was aroused, and a firm stand was taken. Rich night she declared herself to be suffering from the most excruciating pain. Her screams were agonizing, and sleep was impossible. From the doctor's point of view the case was inexplicable, but the patient's appeal for something to induce sleep was successful, and morphia was administered.

The case was magical, but any cessation of the nightly dose was disastrous, and was therefore continued until the true position was fully appreciated, and drastic steps were resorted to in order that the craving might be checked.

That an inconsiderable quantity of opium is sent to this country from India and China by post is also regarded as undoubted. The victims in this country easily get into touch with persons in India who are prepared to supply them with the drug, and the art of concealing the drug, and sending it in the form of a medicine, is a well-known one. The East India Company, it is said, has been built up to carry on a flourishing trade in the drug, quite apart from the "Hop Joints" or opium dens, which exist.

Even these vile haunts are, however, visited by clerics who, deprived to such an extent as to render them callous as to their own condition, steal from the "Hop Joints" and "Hop Joints" and sell them to their patients. Some time ago there were four such places in existence, and of them it has been said by a West End firm at a cost of £1,000. They were well-known, and well-attended, and were, in fact, a sort of "Hop Joints" for the poor, and a sort of "Hop Joints" for the rich.

IN THE WILD WAS.

SHANGHAI PARTY'S RETURN.

After an absence of almost twelve months the zoological expedition which went to Western China in connection with the Duke of Bedford's scheme for the scientific exploration of the East returned to Shanghai to-day, reports the *Shanghai Mercury* of 13th inst. As may be remembered the party to make this expedition consisted of Dr. Smith, formerly a medical missionary in China, Mr. Anderson, an American zoologist, and Mr. F. Kingdom Ward, formerly of the Public School here, and except for a letter which was received here in May nothing has been heard of this adventurous trio for the best part of a year. The months that have elapsed since they left have been spent principally among the mountains skirting the Tibetan Plateau, and wandering about among these the party has secured several hundreds of rare and curious zoological and botanical specimens.

Shortly after leaving Shanghai and before the work of traversing the interior was begun Mr. Ward was the victim of an attack of typhoid but this was fortunately mild and he returned to Shanghai rather bronzed by the sun and looking as fit as possible. The story of the journey to Kassa and Szechwan in one of hardship, and the party had frequently to work under the most arduous and depressing conditions, amongst a set of people who were Chinese only in name—speaking only Tibetan or one of the western dialects. It was whilst among these races, to a large extent nomadic tribes, that Mr. Ward lost his way, and for two days had to wander over snow clad mountains 12,000 feet above sea level until he reached the city of Tchowchow. As soon as the party was among the Chinese proper it was possible to live in luxury, but after that they were to a large extent dependent upon the goodwill of the inhabitants to give them shelter in their cottages. On one occasion when several thousand feet up in the mountains where they were hunting they had to inhabit a cave for several days, the temperature being about 40 degrees below zero. Whilst on the march they were forced to rise frequently, as early as three o'clock in the morning to enable them to cover the necessary 25 or 30 miles per day and under ordinary circumstances five o'clock was the customary hour for rising. Risings were a source of the question of an expedition such as this, and for weeks the three had to go without a change of clothes, while blizzards among these solitary altitudes was not altogether uncommon. The greatest height attained was 16,000 feet which Mr. Ward achieved whilst mountaining, and here he suffered greatly from mountain sickness.

Before the party reached the western limits of the Empire Chao Erh-fang had already passed with his army of 10,000 men on route for Lhasa. While there were no signs of actual trouble in the region explored by the party the people were all discussing what was happening and a great many James had left Tibet and arrived in towns on the border.

The party left Szechwan on August 28th and came down through the gorges in Lucha, arriving in Shanghai by river steamer from Hankow this morning.

THE WRECK OF H. M. S. "BEDFORD."

The following is from the *Nagasaki Press* of September 10:—The captain of the salvage steamer *O. S. Marn* reports that during the six days the vessel lay off the wreck of the cruiser *Bedford* only ten hours' work was possible owing to the high seas. On Tuesday the weather was so threatening that the *O. S. Marn* ran to the Goto Islands for shelter. The captain states that the *Bedford* is not in such a favorable condition for salvage as she was on the occasion of her first visit shortly after the accident, as she has listed over to one side and is apparently deeper in the water.

MOTOR WARSHIP.

'DREAD' OUGHTS OUTLITE.

The announcement was made on 23rd ult. by the *Portsmouth Evening News*, "on excellent authority," that the Admiralty have decided to lay down, presumably at Portsmouth, a motor-driven battleship, with internal combustion engines.

Such a vessel, with its enormous advantages of great economy of space and comparative lightness, would, it is prophesied (says the paper), make Dreadnought obsolete.

The announcement, if correct, will cause an intense sensation in naval circles throughout the world. For several years past experiments have been carried on in secret, with a view of ascertaining how far the motor could be adapted to the modern ship of war. The weight of the battleship and the enormous driving power required render the task of the engineer one of apparently overwhelming difficulty, but it has been known for some time that very satisfactory progress has been made.

The economy of space which such a revolution would effect would have far-reaching and vastly important results. The battleship during recent years has become little more than a gun stable.

Guys have increased in weight and power, and armor has increased in strength, while even a further development has been held in check by the engine-room and stokehold space required. A motor-driven battleship, with internal combustion engines, would make the greatest advance in the history of naval science and construction.

NAUB GOLD MINING CO.

The following is the result of crushing operations at Naub for the four weeks ending 10th September.

TOO TIRED TO WORK.

CREW MUTINY AT CHRISTMAS ISLAND.

LASCARS IMPRISONED.

Thirty dejected, half-clad lascars were crowded in and around the dock of the Marine Court, yesterday, reports the *Strait Times* of 13th inst. while Lieut. Caird heard evidence in the *Boron* *Interdelle* mutiny case. The men were charged on three counts—willful disobedience to the commands of the master, continued disobedience, and impeding the navigation of the ship. One of the accused was also charged with assaulting the first officer but no evidence was taken on this charge.

Mr. D. Y. Perkins prosecuted on behalf of the owner and master of the ship. The men, who pleaded guilty, were undefended.

Donald McAlister, master, stated the men were engaged at Calcutta on September 15, 1909. The agreement was for a year but witness had the option of keeping the men for a month over that time if it was inconvenient to discharge them. They sailed from Hongkong on August 21 and arrived at Christmas Island on August 23 to take in a cargo of phosphate. The work of loading was completed on September 5. About 9.30 a.m. on that day, the crew came ashore to the "chait" room and asked to be paid off as they were "laid." Witness said he was tired and could not discharge them, but because Christmas Island was not a port where he could get another crew. He promised to pay them off in Koba, the port of call, and send them back to Calcutta. The men then returned to the fore-cabin. The chief officer and second engineers went forward to get the men to turn to but they refused.

ARREST WITH STICKS AND ROCKS.

When the vessel, having finished loading, was ready to leave at 11, the men still refused to work, so the magistrate came aboard, and with the help of Malays and some men from the steamer *Islander* the ship was unmolested and got under way. The officers closed down the hatches and looked after the engines. Witness had to keep the vessel in the smooth water under the lee of the island. While some of the officers were working on deck the crew issued from the fore-cabin armed with sticks and lumps of phosphate rock. The chief officer was struck with a billet of wood and witness had to dodge some rocks that were flung at him on the bridge. Witness went forward with the steward for interpreter and offered to take the ship to Singapore and discharge the crew there. The men said they wanted to see the magistrate, so the ship was put back into Flying Fish Cove and the magistrate of the island came aboard at 11 p.m. Witness signed, under protest, a guarantee that he would make for Singapore and release the crew there. The searage accepted that and the ship got under way again. They arrived in Singapore on Saturday. They had lost four days by coming to Singapore and the demurrage amounted to about £35. Witness believed the crew would have mutinied had he gone direct to Koba.

A QUESTION OF FOOD.

Henry George Smith, chief officer, gave similar evidence. "In answer to the deck searage he said the crew were given proper food. Christopher Fraser, chief engineer, also corroborated. The engineer, he said, were tended by the officers, the second and third engineers doing the firing.

Abdul Jabbar, the steward, said it was untrue that the crew did not get full rations. The searage saw the food weighed every week and signed for it in the provision book. They ran short of potatoes and mutton at Christmas Island and the crew got dried fish instead. There were no potatoes, even for the officers' mess.

The deck searage, acting as spokesman, set forth the case for the defence. On September 5, he said, he went to this matter and complained of his food. They were getting only rice. He signed the provision book but added a note in Bengali to the effect that some items of food were missing. They could not work for hunger. Witness told the chief officer that he might kill the crew but they could not work; they would rather jump overboard than turn to.

Mr. Perkins withdrew the third charge and the magistrate pronounced sentence on the other two counts. The two searages and four quartermasters were each sent to prison for 14 days on the first charge and four weeks on the second and were fined 60 rupees each. One searage, who at the beginning of the trouble had reasoned with his fellows, was given a reduced sentence of a week's imprisonment on each charge and a fine of 15 rupees. The remainder of the crew were sentenced to 14 days and four weeks' imprisonment and fined 15 rupees each. The sentence will run concurrently.

WHAT IS MIXED CARGO.

COMMON PRACTICE OF HONGKONG.

SAIDON TRADER.

That custom of trade should govern the fulfilment of trade contracts in any particular locality, is the reason given by the Supreme Court at Manila in reversing a decision of a lower court in which a judgment was secured by Messrs. George Armstrong and J. A. McKee, brokers, against Mr. Francisco Lirio, the cattle importer.

The case hinged upon the lease of the steamer *Battled*, which was hired for the rice carrying trade between Saigon and Hongkong by the brokers. Different rates of freight were applicable to rice and mixed cargoes.

A dispute as to whether a cargo of rice, bulled and unbulled and paddy, should be considered mixed cargo was taken to the court, and decided in favour of the brokers.

The Supreme Court in reversing this decision made no attempt to decide whether the cargo was mixed or not, but based its decision upon the fact that the parties to the contract had agreed upon the rate of freight for mixed cargo, and that the parties to the contract had agreed upon the rate of freight for mixed cargo.

COMMERCIAL.

20th September, 11 a.m.

The following quotations for rubber shares by wire, are supplied by Messrs. H. S. Kadoorie & Co.:

Allagars	4/6
Anglo-Java	7/11
Anglo-Malaya	23/9
Balgonies	5/11
Bata Tiges	10/5
Bertams	7/9
Bukit Kajangs (pp.)	59/-
Bukit Rajahs	110/-
Carey United	17/6 prem.
Castlefield	110/-
Changkat Serdangs	5/11
Cheras (part paid)	89 prem.
Da (fully paid)	5/10
Damansara	140/-
Eastern Internationals	14/- prem.
Fed. Selangors	—
Glenahys	3/2
Glenahels	—
Glenahels	112/6
Golden Hopes	—
Highlands and Lowlands	105/-
Indragiri	517
Isch Kanchas	—
Jagjags	—
Jongkongs	—
Kamuning	5/6 prem.
Kuala Lumpur	160/-
Lanadrons (fully paid)	—
Landed	—
Labs	—
Ledburgs	75/-
Linggis	52/-
London Asiatics	118/6
London Ventures	113/6
Marlmas	7/5
Pajans	30
Pegohs	32
Rubber Trusts	12/6 prem.
Sargas	270/-
Sandycrofts	35
Sapongs	—
Sandfelds	—
Sokongs	17/6 prem.
Shelfords	72/6
Singapore & Johore	514
Suparna Paras	75/-
Suppli Choks	100/-
Sungai Kapars	14/6
Tandjongs	—
Tanjongs	27/6
Toerangle	2/- prem.
Ulu Rami	—
United Serdangs	107/6
United Singapore	51/3
United Sumatras	90/-
United Langkats	80/-
Troongs	24/3
Para Rubber	7 1/4 per lb.

The following interim dividends have been declared:—

Linggis	1/- per share
Pataling	1/6 per share
Anglo-Malay	6d. per share

ADJUT RUBBER RETURNS.

AYER MOLES	1,810 lbs
UNITED MALACCA	1,284 lbs
BUKIT KATIL	538 lbs
BUKIT JETUONG	304 lbs
MALIK PINDAI	331 lbs
GAMBIR	160 pks
NEW SINGAPORE	60 lbs. Total three months 160 lbs.
ST. HELENA	105 lbs. Total six months 630 lbs.
INDR GIRA	86 lbs; total 3 696 lbs

The Jubang Estate has produced last month 20,771 lbs of rubber. This makes for eight months 147,520 lbs against 79,050 lbs for the corresponding period of last year.

Events Coming.

Thursday, 22nd September.
Hongkong Football League Annual Meeting at V.M.C.A. Rooms, 5.30 p.m.
V.R.C. Aquatic Sports.
Geo. P. Lammer, Auction sale of furniture at 14 Queen's Road (top floor) 2.3 p.m.

Friday, 23rd September.
V.R.C. Aquatic Sports.
Geo. P. Lammer, Auction sale of furniture, at 8, Gordon Terrace (Hart Road, Kowloon) 2.30 p.m.
Theatre Royal, "The New Boy" 9 p.m.

Saturday, 24th September.
Meeting, Hongkong Cotton Spinning, Weaving and Dyeing Co., 11.15 a.m.
Meeting of Douglas Steamship Co., Ltd. noon.
V.R.C. Aquatic Sports.

Sunday, 25th September.
Sale of right opposite Ice House Road, at P.W.D., 3 p.m.
Hongkong Cricket League Annual Meeting, at H.K.C.C.

Tuesday, 27th September.
Harbours Race.
Kowloon Cricket Club Annual Meeting at Club House 5.15 p.m.

Thursday, 29th September.
Buffs Aquatic Sports, at V.R.C. Bath.

Saturday, 1st October.
Hongkong Jockey Club, half yearly meeting, at Hongkong Club Annex, 12 o'clock noon.
Clubs' "Service" ports, Happy Valley.

Monday, 3rd October.
Sale of Crown land at Kau U Fong, P.W.D., 2 p.m.
Sale of Crown land at Shaukiwan, P.W.D., 3 p.m.

Wednesday 5th October.
Theatre Royal, "Mickey" 9 p.m.

Saturday, 10th October.
Va Va Va Entertainment, City Hall, 8 p.m.
Theatre Royal, "Mickey" 9 p.m.

To-day's Advertisements.

HONGKONG CRICKET LEAGUE.

THE ANNUAL GENERAL MEETING will be held in the Hongkong Cricket Club Pavilion on MONDAY, the 26th September, at 5.30 p.m.

A. E. ASGER, Hon. Sec. and Treas.
Hongkong, 20th September, 1910. [613]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Timor, Port Darwin, and Queensland Ports, and taking through cargo to Adelaide, New Zealand, Tasmania, etc.)

THE Steamship

"EASTERN."

Capitaine McArthur, will be despatched as above on SATURDAY, the 8th October, at Noon. This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried. To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms. For Freight or Passage, apply to GIBB, LIVINGSTON & Co. Agents, Hongkong, 20th September, 1910. [612]

NORDDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"PRINZ EITEL FRIEDRICH."

Captain F. Probst, will leave for the above places TO-MORROW, the 21st instant, at 4 a.m. For further particulars, apply to NORDDDEUTSCHER LLOYD, MELOHRS & Co., General Agents, Hongkong, 20th September, 1910. [7]

NORDDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

JAPAN—CHINA—AUSTRALIA LINE.

FOR YOKOHAMA AND KOBE.

THE Steamship

"COBLENZ."

Captain H. Raeger, will leave for the above places TO-MORROW, the 21st instant, at 5 p.m. This splendid Steamer is specially fitted for Passengers and is installed throughout with Electric Light. A duly qualified Surgeon and Stewardess are carried. For Freight or Passage, apply to NORDDDEUTSCHER LLOYD, MELOHRS & Co., General Agents, Hongkong, 20th September, 1910. [7]

NORDDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"COBLENZ."

having arrived—Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 27th of September will be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th of September, at 9.30 a.m. All claims must reach us before the 1st of October, 1910, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDDDEUTSCHER LLOYD, MELOHRS & Co., General Agents.

Hongkong, 20th September, 1910. [7]

SAVE YOUR HEALTH

in drinking the cheapest and most agreeable Table Mineral Water

"COUZAN GATIER"

approved by the French Faculty of Medicine.

Large Bottles 50.30
Dose 5.30
Case 50 Bottles 17.50
" 60 " 13.70

SOLE AGENTS: "FRENCH STORE."

Hongkong, 18th July, 1910. [617]

Clarets from Bordeaux.

We have as fine a selection of Chateau

Clarets as it is possible to obtain, including

some well-known brands from Messrs. Hanapier and Co. of Bordeaux, the world-famous

Growers and Shippers of Clarets.

From Vin Ordinaire to the finest obtainable

After-Dinner Clarets at the very lowest prices

possible.

Call and inspect our Stock, and you will

be convinced.

H. PRICE & COMPANY, LTD.

12, Queen's Road Central, Hongkong.

Telephone No. 221.

Wine list 19th September, 1910.

Intimations.

Try our delicious

CORNEE PORK.

CORNEE BEEF

and

PRESSED BEEF.

THE

DAIRY FARM CO.,

LIMITED.

AWARDED

GOLD MEDAL

AT

SAPPORO

ANGLO-JAPANESE

EXHIBITION.

BEER.

PRICES:

4 Doz. Quarts \$2.50 per case

8 Doz. Pints \$1.50 "

OF ALL

WINE

MERCHANTS

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO'S

Royal Mail Steamship Line.

"EMPRESS LINE"

Between China, Japan and Europe via Canada and the United States, calling at Hong Kong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 11 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., etc. (Subject to alteration).
Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF JAPAN"	"EMPRESS OF IRELAND"
SATURDAY, OCT. 8TH.	FRIDAY, NOV. 4TH.
"EMPRESS OF CHINA"	"ALLAN LINE"
SATURDAY, OCT. 29TH.	FRIDAY, NOV. 25TH.
"MONTEAGLE"
TUESDAY, NOV. 2TH.
.....
"EMPRESS OF INDIA"	From St. John.
SATURDAY, NOV. 10TH.	"EMPRESS OF BRITAIN"
"EMPRESS OF JAPAN"	FRIDAY, DEC. 16TH.
SATURDAY, DEC. 17TH.	"ALLAN LINE"
"EMPRESS OF CHINA"	FRIDAY, JAN. 13TH.
SATURDAY, JAN. 14TH.	"ALLAN LINE"
SATURDAY, FEB. 10TH.	FRIDAY, FEB. 10TH.

"Empress" Steamers will depart from Hongkong at 6 p.m.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 30 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Maine and Bertha in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) 71.10/-

Passenger for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed Stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 45/-
Via New York 45/-
For further information, Maps, Guide Book, Rates of Passage and Freight, apply to—
L. W. BRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
MANILA	"YUENSANG"	FRIDAY, 23rd Sept., 4 P.M.
MANILA	"LOONGSANG"	FRIDAY, 30th Sept., 4 P.M.
SHANGHAI, KOBE & MOJI	"KITSANG"	TUESDAY, 4th Oct., Noon.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kaitang, Namang, and Pookang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chusan, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kaitang, Lahad, Davao, Singapore, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to
JARDINE MATHESON & CO., LD.
Telephone No. 215.
Hongkong, 20th September, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMSHIP	To SAIL
ILOILO & CEBU	"KAIPOK"	21st Sept., 4 P.M.
SHANGHAI	"CHINHUA"	22nd " 4 P.M.
SHANGHAI	"ANHUI"	25th " Daylight.
CHEFOO & TIENTSIN	"KUEIHO"	25th " Daylight.
MANILA	"TEAN"	27th " 4 P.M.
MANILA, ZAMBOANGA & AUSTRA- LIAN PORTS	"OHANGSHA"	30th " 4 P.M.
CHEFOO & NEWCHOW	"NANOKANG"	1st Oct., 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.
DIRECT SAILING TO WEST RIVER, twice weekly.
S.S. "LINTAN" and S.S. "SANULI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA, TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui, Chuen, Luen, Chienka*)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to: **BUTTERFIELD & SWIRE,**
Telephone No. 41.
Hongkong, 20th September, 1910.

HONGKONG—MANILA.
CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
ROBI	2540	R. Rogers	MANILA	SATURDAY, 24th Sept., 11 Noon.
SAVING	2540	A. Fraser	MANILA	SATURDAY, 1st Oct., 11 Noon.

SHEWAN TOMES & CO

General Managers.

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,
AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct trade service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tonnage	Leaves
VICTORIA, B.C. & TACOMA v. MOJI, KOBE AND YOKO- HAMA	"PAMAMA MARU"	6,059	WED'DAY, 21st Sept., at Noon.
VICTORIA, B.C. & TACOMA v. MOJI, KOBE AND YOKO- HAMA	"SEATTLE MARU"	6,182	WED'DAY, 5th Oct., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express consignment.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
SHANGHAI via SWATOW, AMOI and FOOSHOW	"CHOOSHUN MARU"	WEDNESDAY, 21st Sept., at Noon.
TAMSUI via SWATOW and AMOI	"JOSEPH MARU"	SUNDAY, 25th Sept., at 10 A.M.

SPECIAL REDUCTION of 20% will be allowed to 1st and 2nd Class Passengers to FOOSHOW during the two months of August and September, 1910.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The Nishin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class	2nd Class	3rd Class
\$73.00	\$55.00	\$27.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOOSHUN MARU" and "BUJUN MARU"—First class Cabin AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 19th September, 1910. S. HIROI, Manager.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES.
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	"KITANO MARU," Capt. V. E. Gope, Tons 9900 "YU MARU," Capt. K. Takai, Tons 7300 "HIRANO MARU," Capt. H. Fraser, Tons 9300	WED'DAY, 28th Sept., at Daylight. WEDNESDAY, 12th Oct., at Daylight. WEDNESDAY, 16th Oct., at Daylight.
VICTORIA, B.C. & SEATTLE	"KAMAKURA MARU," Capt. J. Nagao, Tons 7000	SATURDAY, 8th Oct. From KOBE.
VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA and YOKOHAMA	"HABA MARU," Capt. K. Kikawa, Tons 7000 "TAMURA MARU," Capt. K. Sato, Tons 6300	TUESDAY, 11th Oct., at Noon. TUESDAY, 18th Nov., at Noon.
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	"YAWAT MARU," Capt. T. Sakino, Tons 5300 "HIKOKU MARU," Capt. M. Yagi, Tons 6300	FRIDAY, 10th Sept., Noon. FRIDAY, 16th Oct., at Noon.
SINGAPORE, COLOMBO & BOMBAY	"TOSU MARU," Capt. V. Nomura, Tons 7000	SATURDAY, 21st September.
SHANGHAI, MOJI & KOBE	"BOMBAY MARU," Capt. K. Tanaka, Tons 5300	THURSDAY, 9th September.
NAGASAKI, KOBE and YOKOHAMA	"HIKOKU MARU," Capt. M. Yagi, Tons 6300	WEDNESDAY, 28th Sept., at Noon.
KOBE and YOKOHAMA	"TANGU MARU," Capt. A. Christensen, Tons 5300	THURSDAY, 29th Sept., at 5 P.M.

Fitted with new system of wireless telegraphy. Cargo only. Carries deck passengers.

PASSENGER SEASON 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

To Marseilles and London via Suez Canal.

Steamers	Tons	Leave Hongkong	RATES OF PASSAGE.
MIYAKI MARU	9,000	15th Feb.	To London, per New Steamer
KITANO	9,000	1st March	1st class Single, \$55.00
IYO	7,000	15th "	Return, 85/-
HIKAKO	9,000	30th "	" 2nd class Single, 35/-
TAKO	8,000	13th April	" Old Steamer, 1st class Single, 50/-
KAMO	9,000	25th "	" 2nd class Single, 35/-
AKI	7,000	10th May	" 2nd class Single, 35/-
MISHIMA	9,000	24th "	" Return, 40/-

To Victoria, B.C. and Seattle, Wash. U.S.A.

Steamers	Tons	Leave Hongkong	RATES OF PASSAGE.
AWA MARU	7,000	25th Feb.	To Pacific Coast Common Ports
IMADA	7,000	25th March	1st class Single, 50/-
TAMURA	7,000	15th April	Return, 55/-
AWA	7,000	25th May	To London via New York
			1st class Single, 50/-
			Return, 55/-

With option of rail between calling ports in Japan.
Connecting with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Adams
Steamers. Between Nagasaki and Yokohama, 1st and 2nd class through passenger fares the
option of travelling by Rail.

From Hongkong, direct to Marseilles, 1st, 2nd, 3rd class and to Yokohama & Kobe.

For further information as to Freight, Passages, Sailings, etc., apply to—
S. KUBOMOTO,
General Manager.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM
FOR
"TRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, SOUTH AND
LONDON."

Through Bills of Lading (issued for BATAVI,
PERMAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DELHI."

Captain G. W. Gordon, R.N.R., carrying His
Highness, the Maharaja of BOMBAY, will be despatched from this
Coast on SATURDAY, the 1st
October, 1910, at Noon, taking passengers and
Cargo for the above Ports, in connection with
the Company's 88 "CALCUTTA," 7,011 tons, from
Colombo. Passengers' accommodation is which
vessel is secured before departure from Hong-
kong.

Silk and Valuables, all Cargo for France
and Tea for London (under arrangement)
will be transhipped at Colombo into the
Mail steamer proceeding direct to Marseilles
and London, other Cargo for London &c. will
be conveyed via Bombay by the R.M.S. "E. 971,"
due in London on 12th November 1910.

Parcels will be received at this Office until
4 P.M. the day before sailing. The Contents
and Value of all Packages are required.

For further Particulars, apply to
S. A. HEWETT,
Superintendent.

Hongkong, 19th September, 1910.

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship

"GREGORY APCAR."

Captain S. H. Balton, will be despatched from
the above ports on FRIDAY, the 23rd instant,
at Noon.

This Steamer has Superior Accommodation
for Passengers, is installed throughout with
Electric Light and carries a duly certified
Doctor.

Return tickets are available by the Indo-
China Steam Navigation Co.'s steamers.

Fare for round trip \$120.

For Freight or Passage, apply to
DAVID SASSOON & CO., LIMITED,
Agents.

Hongkong, 19th September, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all
Overland Common Points in the United
States of America and Canada, and also
to the principal ports in Mexico, and
Central and South America.

PROPOSED SAILINGS FROM HONGKONG
FOR
VICTORIA, VANCOUVER AND SEATTLE
via
SHANGHAI, MOJI, KOBE AND
YOKOHAMA.

Steamer	Tons	Captain	On board
Swire	6,232	F. S. Cowley	1910
Kamata	6,219	G. B. McGill	19th Sept.
Agam	4,303	J. Boyd	20th Nov.

Calling at Amoy and Keelung if sufficient
inducement offered.

These steamers are specially fitted for the
carriage of Asiatic Storage passengers.

PARCEL EXPRESS TO THE UNITED
STATES AND CANADA.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Hongkong, 19th September, 1910.

"INDRA" LINE, LIMITED.

FOR BOSTON AND NEW YORK.

THE Steamship

"INDRAWADI."

Captain W. Gray Williams, will be despatched
from the above ports on 13th Oct.

For Freight apply to
JARDINE, MATHESON & CO., LD.,
Agents.

Hongkong, 19th September, 1910.

REGULAR STEAMSHIP SERVICE
TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON NEW YORK.

S.S. "MUNCASTER CASTLE" (On board)

For Freight and further information, apply to
DODWELL & CO., LIMITED,
Agents.

Hongkong, 19th September, 1910.

Consignees.

NOTICE TO CONSIGNEES

FROM SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"GREGORY APCAR."

Having arrived from the above Ports, Con-
signees of Cargo are hereby informed that their
Goods will be delivered from alongside.

Cargo impounded by the discharge will be landed
at Government pier and expense of the Consignee.

Consignment of Goods (if any) will be received
at the pier, and will be landed at 5 P.M. of the
day of arrival, and will be recognized by the
Consignment Note.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the
undersigned.

DAVID SASSOON & CO., LIMITED,
Agents.

Hongkong, 19th September, 1910.

Consignee.

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co's Steamer

"DELHI"

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo, by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their disposal in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo—

From London, etc., 2nd class India

From Australia, etc., 2nd class India

From Ceylon, etc., 2nd class India

From Penang, Galle, etc., 2nd class India

& P. & O. Co's Steamer

Optical Goods will be landed here under
instructions are given to the contrary within
6 hours.

Goods not cleared by the 15th inst. at 4 P.M.
will be subject to rep.

No Fire Insurance will be effected by us, in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignee's
and the Company's representatives at an
appointed hour.

All claims must be presented within ten
days of the steamer's arrival here, after which
date they cannot be recognized.

No claims will be admitted after the goods
have left the Godown.

E. A. HEWETT,
Superintendent.

Hongkong, 14th September, 1910.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "PATHAN"

FROM GLASGOW, LIVERPOOL AND
STRAITS.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of Holt's Wharf, at
first floor, whence and/or from the wharf
delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godown, and all Goods remain-
ing undelivered after the 23rd instant will be
subject to rent.

All Claims against the Steamer must be pre-
sented to the Underwriter on or before the
16th prox., or they will not be recognized.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 30th instant, at 3.30 P.M.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
DODWELL & CO., LIMITED.

Hongkong, 16th September, 1910.

NIPPON YUSEN KAISHA

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO
AND STRAITS.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence" page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT	LAST DIVIDEND.	APPROXIMATE NET DIVIDEND QUOTATION BASED ON LAST TRADE.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	110,000	\$12	\$125	\$1,500,000 \$15,000,000	\$2,019.30	2s for first half year ending 30.6.10 @ ex 1/8 - \$11.45	5 %	\$915 sellers \$877 1/2 ex div.
National Bank of China, Limited	90,000	£7	£6	\$1,000,000 \$10,000,000	\$30,358	2s (London 1/5) for 1909	...	\$98 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$50	\$50	\$1,000,000 \$10,000,000	none	\$10 for 1908	6 %	\$190
North China Insurance Company, Limited	10,000	£15	£5	Tls. 235,000 Tls. 235,000	Tls. 207,573	Final of 7/6 making 15/- for 1908	5 %	Tls. 115
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$1,000,000 \$10,000,000	\$87,084	Final of \$20 per share, making in all \$50 per share for 1908 and an interim dividend of \$30 per share for 1909	6 %	\$120 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$1,000,000 \$10,000,000	\$7,767	\$12 for year ending 31.12.08 and interim of \$3 on account of 1909	7 %	\$205
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	\$100	\$50	\$1,000,000 \$10,000,000	\$4,840	\$6 and bonus \$2 for 1908	7 %	\$110 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$10,000,000	\$430,218	\$27 for 1908	8 %	\$355 buyers
SHIPPING.								
China and Malacca Steamship Company, Limited	30,000	\$25	\$25	\$1,500,000 \$15,000,000	Dr. \$3,777	5 1/2 % for 1908	...	\$100 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,000,000 \$10,000,000	...	2 1/2 % for year ending 30.6.1908	...	\$24 sellers
Hongkong, Canton & Wacoo Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,200,000 \$12,000,000	\$22,766	Dividend of \$1 1/2 for 30.6.10	5 %	\$33
Indo-China Steam Navigation Co., Ltd. (Preferred) Do. Do. (Deferred)	60,000 60,000	£5 £5	£5 £5	£12,000 £12,000	£1,337.2	6/- for 1907 on Preference shares only @ ex 1/9 11/16 = 3/- 15/-	...	\$60 sellers
"Skell" Transport and Trading Company, Limited	2,000,000	£1	£1	£100,000 £1,000,000	\$102,094	3rd in. of 2/- per sh. (coup. No. 12) making in all 4/- for 08 & interim of 1/- for ac. '09	5 %	\$5/- sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$1,000,000 \$10,000,000	\$1,159	A dividend of 7 1/2 % for yr. ending 30.4. 1910 (A bonus of 5 %)	6 %	\$24 sellers \$10
REVENUES.								
China Sugar Refining Company, Limited	30,000	\$100	\$100	\$1,000,000 \$10,000,000	Dr. \$8,090	\$10 per share for 1909	6 %	\$155 ex div.
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	\$1,000,000 \$10,000,000	Dr. \$135,893	\$3 for 1897	...	\$35 sellers
Mining.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£1,000,000 £10,000,000	£1,435	Interim of 1/6 for 1910 (coupon No. 14)	9 %	Tls. 16 Pa. 12
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	none	none	First year
Ramb Australian Gold Mining Company, Limited	150,000	£1	£1	£1,500,000 £15,000,000	none	\$4 per share 13th dividend	5 %	\$77 sellers \$70
Oriental Consolidated Mining Co., Ltd.	500,000	G \$10	G \$10	none	none	Final of Gold \$0.65 for 1909 in all G \$1.15	...	\$77 sellers
DOCKS, WHARVES & GODOWNS.								
Feawick (Geo.) & Co., Limited	18,000	\$25	\$25	\$1,500,000 \$15,000,000	Dr. \$8,460	\$1.75 for year ending 31.12.08	...	\$98 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	\$1,000,000 \$10,000,000	\$26,847	\$2 1/2 for 1909	4 1/2 %	\$54 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$1,000,000 \$10,000,000	\$13,765	No dividend paid this year	...	\$50
Shanghai Dock and Engineering Co., Ltd.	Tls. 55,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 10,000,000	Tls. 6,861	Final of Tls. 3 making Tls. 6 in all for '9/08	6 1/2 %	Tls. 76
Shanghai and Hongkong Wharf Company, Limited	\$6,000	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 10,000,000	Tls. 9,322	Interim of Tls. 3 for 1910	7 %	Tls. 116
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 10,000,000	Tls. 4,314	Tls. 6 for year ending 30.6.09	4 1/2 %	Tls. 97 sellers \$16 buyers
Central Stores, Limited	50,123	\$15	\$15	\$1,000,000 \$10,000,000	\$24,041	\$1.30 on old and 60 cents on first new issue (\$2.00 on old shares and 1.30 on new shares)	8 %	\$100
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$1,000,000 \$10,000,000	\$1,277	for half year ending 31.12.09	5 %	\$75
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$1,000,000 \$10,000,000	\$27,874	Final of \$1 1/2 making \$7 for year and 1 1/2 '09	7 %	\$101
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,000,000 \$10,000,000	\$1,472	45 cents for 1909	6 %	\$72 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$1,000,000 \$10,000,000	\$249	\$2 1/2 for 1909	8 1/2 %	\$52 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,000,000 Tls. 10,000,000	Tls. 6,969	Interim of Tls. 3 for 1910	6 1/2 %	Tls. 112
West Point Building Company, Limited	12,500	\$50	\$50	\$1,000,000 \$10,000,000	\$1,958	Final of \$1.50 making in all 3.80 per share for 1909	8 1/2 %	\$59 sellers
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	Tls. 1,000,000 Tls. 10,000,000	Tls. 10,991	Tls. 21 for year ending 31.10.09	8 1/2 %	Tls. 110
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,000,000 \$10,000,000	\$8,553	50 cents for year ending 31.7.08	10 %	\$44 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 1,000,000 Tls. 10,000,000	Tls. 4,872	Tls. 7 1/2 for year ending 30.9.09	12 %	Tls. 55
Laon-koong Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 10,000,000	Tls. 4,889	Tls. 6 for 1909	7 %	Tls. 55
Soy Chee Cotton Spinning Company, Limited	3,000	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 10,000,000	Tls. 3,173	Tls. 25 for 1909	10 %	Tls. 300
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,000,000 \$10,000,000	\$648	15 % per share for 1908	...	18 sellers
China-Borneo Company, Limited	60,000	\$10	\$10	\$1,000,000 \$10,000,000	none	60 cents for 1909	6 %	\$9 buyers
China Light and Power Company, Limited	50,000	\$10	\$10	\$1,000,000 \$10,000,000	\$5,242	60 cents for year ended 31.12.08	...	\$1.40 sellers
China Provident Loan & Mortgage Company, Ltd.	25,000	\$10	\$10	\$1,000,000 \$10,000,000	\$12,602	80 cents for 1909	9 %	\$8 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$1,000,000 \$10,000,000	\$1,593	\$1.20 for year ending 31.7.09	6 1/2 %	\$19
Green Island Cement Company, Limited	400,000	\$10	\$10	\$1,000,000 \$10,000,000	\$4,390	Final of 40 cents making in all 75 cents per share for 1909	10 %	\$4.70 ex div.
H. Price & Company, Limited	12,000	\$10	\$10	\$1,000,000 \$10,000,000	\$670	14 per cent. via \$1.40 for 1909	12 %	\$74 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$1,000,000 \$10,000,000	\$11,793	A dividend of \$1.50 per share and a bonus of 10 cents	6 %	\$12 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$1,000,000 \$10,000,000	\$7,616	Final of \$8 for 1909	6 %	\$15
Hongkong Bow Manufacturing Company, Ltd.	60,000	\$10	\$10	\$1,000,000 \$10,000,000	\$2,176	Final of \$1 making in all \$2 for 1909	6 %	\$15 sellers
Manitoway & Co., Ltd. (as Landowner) plot in Langkat, Limited	25,000	Ga. 100	Ga. 100	Tls. 5,000,000 Tls. 50,000,000	Tls. 16,682	Interim dividend of Tls. 12 1/2 15th March Tls. 12 1/2 15th June & Tls. 15.00 15th Sept.	5 %	Tls. 2,200's
Peak Tramways Company, Limited	25,000	\$10	\$10	\$1,000,000 \$10,000,000	\$3,014	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.6.10	5 1/2 %	\$18 sellers \$18 buyers
Peak Tramway Company (new)	50,000	\$10	\$10	\$1,000,000 \$10,000,000	Pa. 18,610	None
Philippine Company, Limited	75,000	\$10	\$10	\$1,000,000 \$10,000,000	...	None
Shanghai-Sumai Tobacco Company, Limited	10,000	Tls. 20	Tls. 20	Tls. 1,000,000 Tls. 10,000,000	Tls. 2,350	No dividend this year	...	Tls. 240
Societe des Papiers et Papeteries de Tonkin	1,500	Halbong Monnaie	25/- Monnaie	none	none	First year	...	\$29 sellers \$200 Hong currency
South China Morning Post, Limited	6,000	\$125	\$25	\$1,000,000 \$10,000,000	Dr. \$11,090	None	...	\$25 sellers
Steam Laundry Company, Limited	20,000	\$25	\$25	\$1,000,000 \$10,000,000	\$27,86	10 % for year ending 31st May 1910	10 1/2 %	\$58 sellers
Union Waterboat Company, Limited	30,000	\$10	\$10	\$1,000,000 \$10,000,000	\$1,916	60 cents for year ending 31.12.08	8 %	\$7 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	\$1,000,000 \$10,000,000	\$342	60 cents per ord. share for year ending 31.5.09	5 %	\$12 sellers
Watkins Limited	10,000	\$10	\$10	\$1,000,000 \$10,000,000	\$1,941	55 cents for 1909	11 %	\$24
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$1,000,000 \$10,000,000	\$2,812	5 % for 1909	...	\$24
William Powell, Limited	15,000	\$7	\$7	\$1,000,000 \$10,000,000	\$784	None	...	\$14 buyers

Hotels.

VIENNA CAFE COMPANY (1910)
LIMITED (RE-CONSTRUCTED)

QUEEN'S ROAD CENTRAL, OPPOSITE POST OFFICE.

A FIRST CLASS RESTAURANT

(TABLE D'HOTE OR A LA CARTE)

Afternoon Teas, Ices, Light Refreshments.

Specially selected Brands of Wines, Spirits, Beers, etc.

An extensive modern Bakery.

A French Chef.

Hongkong 22nd July, 1910.

(49)

BELLE VIEW HOTEL,

Telephone No. 907.

The magnificent band of the Royal Engineers will perform at the above Hotel on Wednesday night, the 21st instant, commencing at 7 p.m. to midnight.

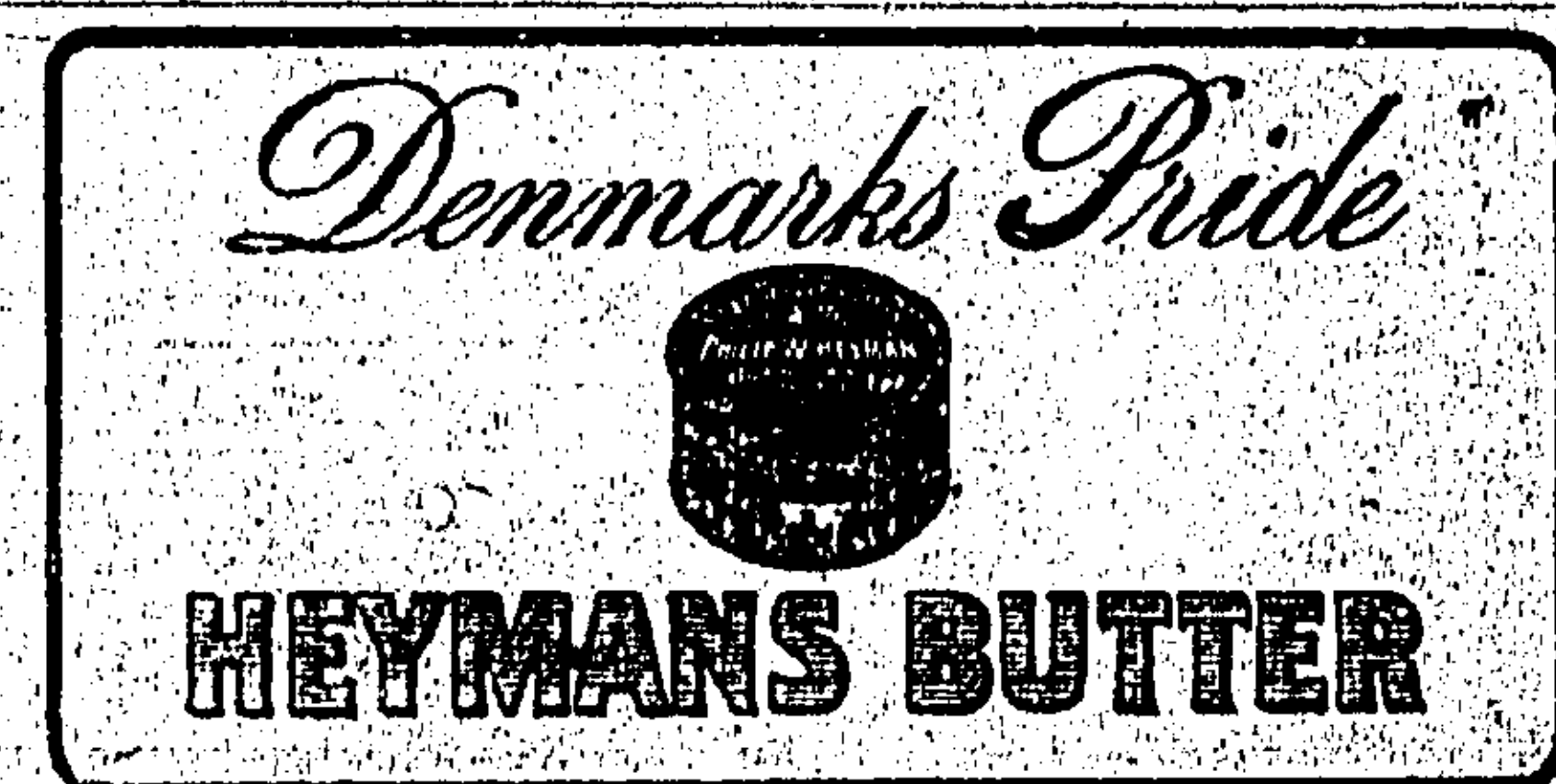
All cordially invited.

W. GALLAGHER,
Manager.

Hongkong, 20th September, 1910.

(56)

Entimations



SIEMSEN & CO. Sole Agents.

40

NEW SHOP
JUST OPENED!!

DO NOT MISS LOOKING AT
OUR WONDERFUL SELEC-
TIONS OF
RARE JEWELS,
&c., &c., &c.

MOHIDEEN &
CO.

Dealers in
CEYLON PRECIOUS
STONES, &c.,

38 & 40, QUEEN'S ROAD
CENTRAL.

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the
rate of Subscription to the Hongkong
Telegraph (daily and weekly issues) will be as
follows:-

DAILY - \$5 per annum.
Weekly - \$15 per annum.
The rates per quarter and per annum, pro-
portional. Subscriptions for any period less
than one month will be charged as for a full
month.
The daily issue is delivered free when the
address is accessible to messenger. Post
subscribers can have their copies delivered
at their residences without any extra charge.
On copies sent by post an additional \$1.50
per quarter is charged for postage.
The postage on the weekly issue to any part
of the world is 50 cents per quarter.
Single Copies: Daily, 10c; Weekly, 25c.
Twenty-five cents (for cash only).
(PAID IN ADVANCE)
There will be no rebate to missionary
subscribers or heretofore.
By Order,
THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 20th September, 1910.

PEAK TRAMWAYS COMPANY
LIMITED.

TIME TABLE

WEEK DAYS

7.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 12.00 a.m. Every 15 minutes.
12.00 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 15 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 2.45 p.m. Every 15 minutes.
2.45 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 8.00 p.m. Every 15 minutes.

NIGHT CARS

4.45 p.m. and 9 p.m. to 11.15 p.m.
every half hour.

SUNDAYS

8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 10.00 a.m. Every 15 minutes.
10.00 a.m. to 10.45 a.m. Every 15 minutes.
10.45 a.m. to 12.00 noon Every 15 minutes.
12.00 noon to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 8.00 p.m. Every 15 minutes.

NIGHT CARS as on Week Days

SATURDAYS

Extra cars at 1.15 p.m., 11.30 p.m. and
11.45 p.m.

SPECIAL CARS by Arrangement at the
Company's Office, ALEXANDER, BURNHAM,
On Victoria Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

FURNITURE WAREHOUSE

LI KWONG LOONG & CO.,
CABINET MAKERS AND DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE

No. 55, DES VIGES ROAD CENTRAL.
The only Shop in Hongkong with this plan

WHERE HIGH CLASS FURNITURE

of every description can be made to
order in any design required.
Have been purchased by the Hongkong
Club, Hongkong & Shanghai Telegraph Co.,
Messrs. A. & C. Watson & Co., and other
leading establishments in the Colony.
When reference is made to the quality of
the workmanship and the material of the
furniture, the result is a most satisfactory
one.
Messrs. A. & C. Watson & Co., Ltd.,
11, Des Vignes Road, Central,
Hongkong.
We have pleasure in stating that Mr.
LI KWONG LOONG, formerly of the
Furniture Store, has now moved to
No. 55, Des Vignes Road, Central,
Hongkong.
20th May 1910.